

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number ~~82A-73~~ PG: 82A-73
Address: 6212 Crain Highway, SE, Prince George's County - in the vicinity of Upper Marlboro
Owner: Hart, Daniel
Tax Parcel Number: 127 Tax Map Number: 101
Project MD 301 Agency State Highway Administration (SHA)
Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____
Eligibility recommended ☐ Eligibility **not** recommended ☒
Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None
Is property located within a historic district? ☒ no ☐ yes Name of District: _____
Is district listed?: ☒ no ☐ yes
Documentation on the property/district is presented in: Project Review and Compliance Files


Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The one-story vernacular house has a side-gabled roof that extends over the main façade to create a porch. Two doorways are located at the main elevation, but the overgrown condition of the landscaping leads the rear entrance to be used as the main entrance into the house.

The county seat for Prince George's County was moved from Charles Town to Marlborough (later known as Upper Marlboro) in 1721. The town's establishment as the county seat was the result of and a contributing factor to the aggressive growth of the town's position as a commercial and social center for the county. The completion of the Baltimore and Potomac Railroad from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 had a great impact on Upper Marlboro by prompting an increase in commercial investments and new residents. The third event that had a great impact on the Upper Marlboro area was the construction of Crain Highway, later known as US 301, in 1922.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain

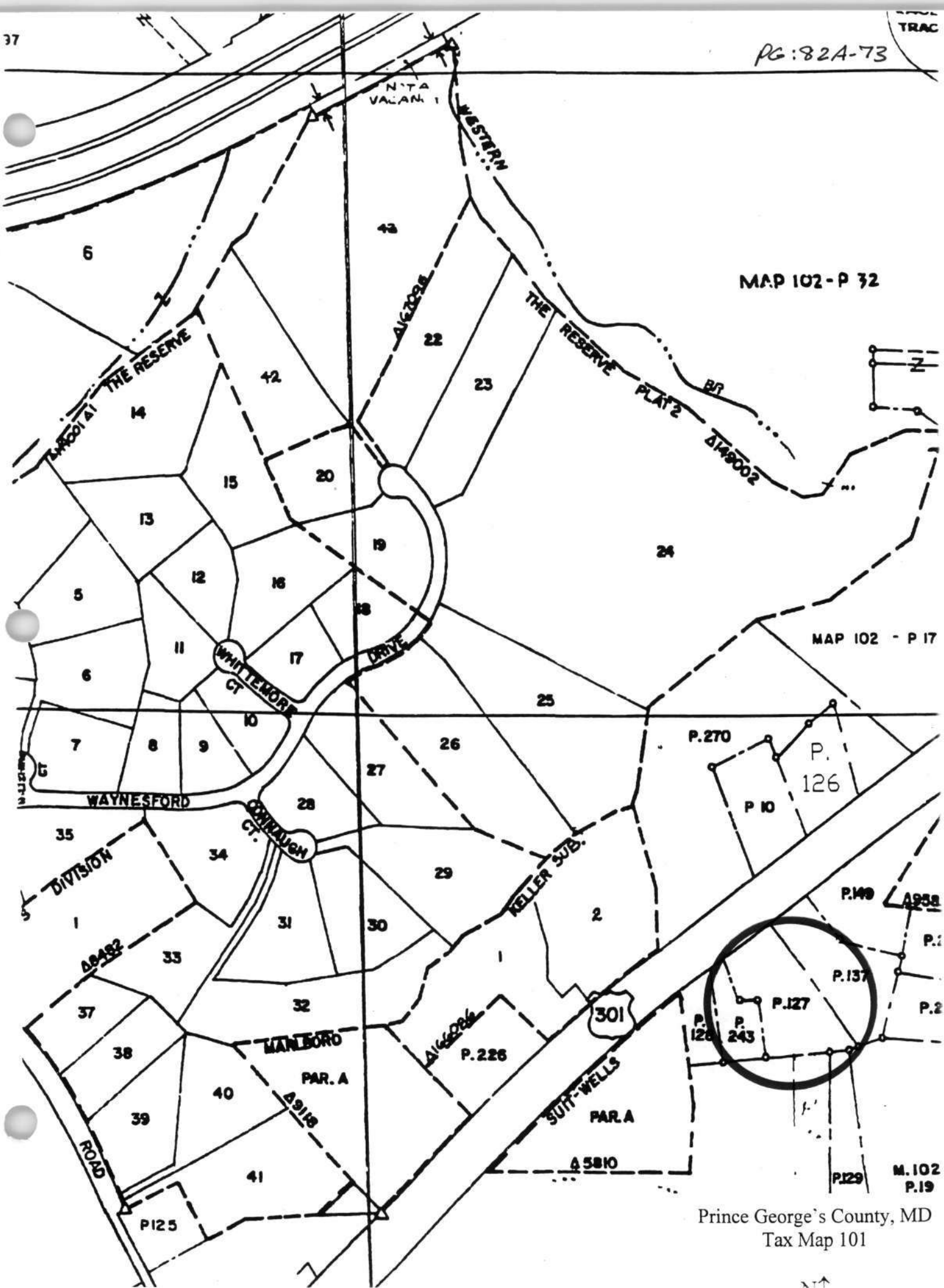
Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/> Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Eligibility not recommended <input checked="" type="checkbox"/> Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
 Reviewer, Office of Preservation Services	10/25/93 Date
Reviewer, NR Program	Date

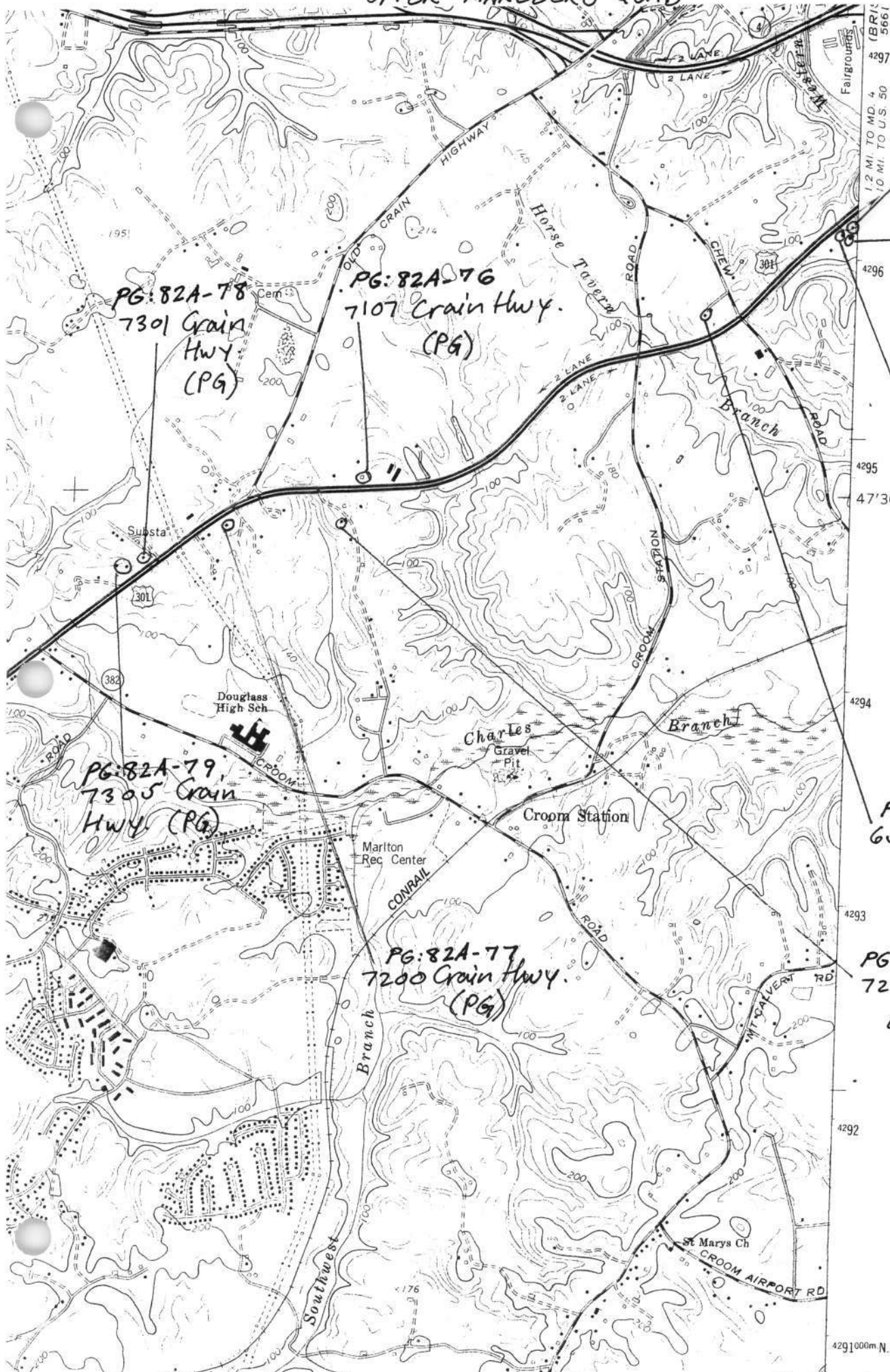
Page 2

Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic.

The c. 1920-1930 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



UPPER MARLBORO QUAD





~~6212~~ PG: 82A-73

6212 Crain Highway, SE
Prince George's County, MD

Traceries

June, 1999

MD SHPO

View looking Northeast

1 of 1